

Approved For Release 2003/10/22 : CIA-RDP83-00415R013200080003-3

German Democratic Republic

FDD Abstract of

25X1A

MISCELLANEOUS RAILROAD INFORMATION (9 pp; Place of acquisition: Frankfurt, Germany; Date of distribution: 6 Nov 52; Date of information: May, Jul, Aug 52)

The document consists of carbon copies of nine typewritten pages containing a mixture of heterogeneous information as follows:

Part one contains [redacted] regarding movement of goods (cement, potash, machinery, reparations) and trains. One teletype states that the Reichsbahn will lend Czechoslovakia 2,000 open freight cars in return for fire tubes for steam locomotives. Another teletype requests that because of a lime shortage caused by excavator difficulties at the Ruedersdorf Lime Plant and which is causing production difficulties at the Fuerstenberg blast furnace the Lime Plant in Ruebeland be allotted the full complement of railroad cars.

Part two is a report, dated 19 August 1952, about the Reichsbahn Division Pasewalk (RBD Greifswald). The report discusses finances, construction projects, personnel information and security system. The report on finances notes that Pasewalk is to reduce its operations costs by 365,000 Deutsche marks. This reduction is being achieved mainly through ruthless personnel dismissals, particularly in shunting and train personnel as well as border station personnel. The report on construction lists as key projects the reconstruction of the single track line Prenzlau - Templin for apparently strategic purposes and the construction of a double track line from Torgelow to Szczecin via Loecknitz. This project bears the code name "Anschluss See" (Connection to the Sea) and is in conjunction with the reconstruction of the former chemical explosives plant in Torgelow and Muna /probably a munitions plant/ in Eggesin. The locomotive situation in the Pasewalk division is described as catastrophic. The report also notes that 60 locomotives which are held for the exclusive disposal of the Soviet Military Administration are in excellent condition and under special guard. The personnel report contains information about the managing personnel of RBA Pasewalk. The report gives the individuals' position, party affiliation, political belief, qualification and character description. The report also gives information about the personnel of the party apparatus and the State security service (SSD) within the RBA.

Part three contains a report about RAW (railroad repair yard) Magdeburg. The report, dated 19 August 1952, states that the labor force numbers 2,400 of which 1,430 are members of the SED. Nonfulfillment of the second quarter 1952 plan is ascribed to the priority given to the repair and rebuilding of about 900 railroad cars which had been purchased from the USSR and which are in very poor condition. There follows a personnel report similar to that in part two.

Part four is a report, dated 3 August 1952, containing miscellaneous information. The report claims that the office of the Cultural Director at the Reichsbahn directorate and divisions has been dissolved and replaced by a political surveyance office (Ueberwachungsstelle). The director of this office is appointed by the Directorate General of the Reichsbahn and is directly responsible to the latter. The president of the RBD does not exercise any control over this office. The Soviet Control Commission Erfurt participates again actively in all departments.

Part five is a report, dated 13 September 1952, regarding measures taken by RBD Berlin to circumvent that section of the basa net (railroad dial phone net) passing through the Western sector of Berlin. The report gives some details and a schematic sketch.

[redacted] Foreign language document or a microfilm of it (A 12150) is obtainable from CIA Library [redacted]

18 November 1952

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